



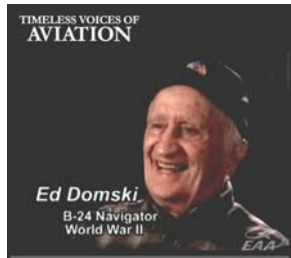
JUNE 2008

GALT VINTAGE AIRCRAFT FLY-IN PICNIC

On **June 1**, we'll host our annual Vintage Aircraft Fly-in Picnic down at the lake. It's a fun event and a chance to see some neat aircraft and make some new friends. All chapter members and their families as well as Galt Airport tenants and staff are invited. For details contact John Roach at: PlaneJohn@aol.com Admission is a dish to pass and a smile.

JUNE 14TH MEETING & YOUNG EAGLES

For the **June 14** Meeting, we have invited Ed Domski, Greg's dad, to visit with us and talk a little about his experiences as a navigator flying B-24s in Europe during WWII. We hope to have a copy of Ed's Timeless Voices interview to play. (See March 2008 issue – Ed) **Following the meeting, we'll be flying Young Eagles.** As usual, we will need pilots and planes as well as ground personnel to help with the loading and the paperwork.



New this year, we'll also be showing short movies in the Chapter Building to entertain people waiting for their ride. If you have a videotape or a DVD with an aviation theme that might entertain some Young Eagles, bring it along and we'll play it.

OSHKOSH WORK WEEKENDS

By John Roach

Four Chapter members attended our May Work Weekend at Oshkosh and once again found interesting ways to spend the time. Jack Weiss was mowing grass, John Roach and George Zuidema were in the Fabrication Shop working on restoring some ancient air stairs EAA hopes to use at AirVenture 2008, while Dave Spitzbart seemed to be just driving around looking and supervising. On Saturday evening we spent over two hours on a special guided, after hours tour of the EAA Museum. We could walk up close to the exhibits to get a good view of things that you can't see during regular museum hours. Our next weekend at Oshkosh will be the last weekend in June 27 – 29. If you'd like to be there and are not yet signed up, call or email John Roach: PlaneJohn@aol.com



George Zuidema at work

WINGING IT: DOING THE JOB

By John Roach

(This concludes John's article in last month's issue – Ed)

Recovering the wings of my Ercoupe turned out to be a much different task than I had originally thought. It was much more a labor intensive project rather than a high skill project. The project began by first removing the wings and then their fabric covers so the wing's structure could be examined. Significant corrosion or internal damage might require purchasing a used replacement wing rather than repairing an existing wing. With the covers off, wiping the bare wings with alcohol exposed some minor corrosion that had to be removed. The leading edge of one wing had also been damaged at some point in the past and the repair needed to be replaced. Once both wings were inspected, it was time to order the materials.

I had originally intended to purchase the materials as they were needed; however Jim Miller suggested that I reconsider. Based on his experience, he could quote a firm price for all the needed materials up to the color coat with shipping pre-paid. Buying on an "as needed basis" could have significantly increased the end cost due to shipping. Another decision point came up at this time. Due to the leading edge damage, I decided to wrap the leading edge with material under the wing cover to smooth it out evenly, hiding some minor dents. Jim pointed out that this would require the use of a sewn envelope, rather than a top and bottom blanket as the blanket seam had to be glued to the wing structure. However he pointed out that he could sew an envelope with one seam that would span across the underside of the wing where it would seldom be seen. An additional benefit of this envelope would be the saving of about seventy hours required to form the fabric around the complex curves of the Ercoupe wing tips. The savings in labor was my personal labor, it seemed like the right thing to do.

While waiting for the materials to arrive, the wings were etched, treated with **Alodine** then painted with a two part epoxy to inhibit future corrosion. At this point, the actual recovering began. First the material was cemented to the leading edge of the wing. A chafing tape was applied to all of the wing structure that had sharp edges. Then the envelopes, which were open at the trailing edge and at the inside end of the wing, were easily slipped on the wing. Positioning the envelopes took some time to make the seam line up where I wanted it. Then the trailing edge of the envelope was cemented closed. A minimum one inch overlap between the top and bottom fabric was required. However since on the Coupe, the seam falls in the aileron well, I made the seam the full height of the well. The end of the wing was then closed with an overlapping seam and gussets were cut to close gaps that remained in the covers.

I had been concerned about heat shrinking the covers. It ended up to be perhaps the most enjoyable part of the whole job. The instruction manual provides the steps and the temperatures: all you have to do is follow the instructions. The iron I started with didn't meet my requirements when I tried to calibrate it so I used another which worked very well. However, if I had it to do over again, I would do more testing when selecting the iron. The final passes need to be made at 350 degrees. However, the thermostats in most irons seem to allow the temperature to drop quite a bit before they heat back to the desired setting. The original iron swung through 40 degrees which seemed to be excessive. My second choice reduced this temperature change to a much more acceptable twenty degrees. To allow for this change in temperature, I watched for the signal light that showed the iron was drawing power when I was making my final pass within each wing panel. I tried to start that final pass in each panel when the signal light when out meaning the iron had reached 350 degrees. As long as the iron is no hotter than 350 degrees, it can just sit on the fabric with no additional shrinking or weakening of the fabric.

One would think that at this point the task is almost complete. They would be wrong. First the entire wing is given a brushed on coat of PolyBrush, followed by laying a half inch tape along the top and bottom of each rib. Then the better part of 100 PK screws and aluminum washers are added to hold the fabric to the ribs. A two inch tape is then cemented over the screws with PolyBrush and then ironed to really stick it down smoothly. Using PolyBrush once again all of the spars, the leading and trailing edges, and the sewn seams of each wing tip and the spanwise seam across the bottom of each wing required taping in the same manner.

But, we were still not finished. Multiple inspection ports are required on the bottom of each wing. Each required cementing a ring in the FAA specified position and covering it with a six inch circle of fabric (a"doily") that required shrinking fabric in a frame, cutting the circles out and cementing the doily over the ring. Drain holes are also required in the lowest corner of each compartment of each wing. These required cementing an aluminum washer to the wing and covering it with a 2 inch doily. After the cement dried, each of the doilies had to be ironed to smooth out bubbles and wrinkles.

At this point, my work was done. I had contributed a little over 300 hours of labor, a savings that will be spent at the gas pump. Still to be done were two sprayed coats of PolyBrush, two to three sprayed coats of PolySpray, to provide UV protection to the fabric, and at least two sprayed coats of color. At some point in the summer, I'll be adding decorations to the wings. Pea Shooter is currently out of annual so it will probably be mid-June before we get back in the air.

Was the effort worth it? Absolutely! I'm not trying to build a show plane; just one that I can point to with pride. I know there are some things that I wish I could do over again – but I'm not going to tell anyone what they are. Despite the time involved, I enjoyed the project and I feel I learned a lot. It encourages me to start another project next winter, perhaps striping and painting the fuselage; unless I meet someone who is thinking of covering the wings of their Ercoupe and would like some help.

2008 CHAPTER CALENDAR

Check www.eaa932.org for latest updates

♣♥♦ LINK TO POKER RUN INFO
<http://web.mac.com/chapter60/poker/Home.html>

JUN 1 VINTAGE AIRCRAFT FLY-IN PICNIC – GALT
JUN 7 ♣♥♦ Poker Run – Wautoma (Y50)
JUN 14 – MEETING 10 AM; YOUNG EAGLES 11 – 3 PM
JUN 15 ♣♥♦ Poker Run – Palmyra (88C)
JUN 21 – 22 ♣♥♦ Poker Run – Big Foot (7V3)
JUN 21 ♣♥♦ Poker Run – Rockford (Cottonwood – 1C8)
JUN 27 – 29 – OSH WORK WEEKEND
JUL 13 ♣♥♦ GALT (10C) Poker Run and PANCAKE BREAKFAST – 7:30 – NOON YOUNG EAGLE FLIGHTS 10 – 2 PM
JUL 28 – AUG 3 – OSH; AIRVENTURE 2008
<http://www.airventure.org/>
AUG 9 – 10 – FLYERS & TIRES <http://galtfestivals.com/>
AUG 17 – END OF SUMMER PICNIC – GALT
AUG 17 ♣♥♦ Poker Run – Brookfield (02C)
AUG 24 ♣♥♦ Poker Run – Cottage Grove (Madison) (87Y)
SEP 7 ♣♥♦ Poker Run Dubuque (DBQ)
SEP 13 – MEETING 10 AM; YOUNG EAGLES 11 -3 PM
SEP 13 ♣♥♦ Poker Run – Oshkosh (OSH)
OCT 4 ♣♥♦ Poker Run – Richland Center (93C)
OCT 11 – MEETING 10 AM; CHILIFEST 5:30 – ??
OCT 12 ♣♥♦ Poker Run – Palmyra (88C) GAME DAY
NOV 8 – MEETING 10 AM
DEC 13 – MEETING 10 AM

PILOT ALERTS – EVENTS – FLY-INS

GO TO:

AOPA: www.aopa.org
EAA: www.eaa.org
FAA: www.faa.gov
EAA 932: www.eaa932.org
IL DOT: www.dot.state.il.us/aero/index.html
WI DOT: www.dot.wisconsin.gov/travel/air/genral.html
GALT AIRPORT EVENTS: www.galtfestivals.com

2008
EAA 932 Meetings 2nd Saturdays @ 10 AM
Young Eagles Jun 14, Jul 13, Sep 13 or by appt.
any time. Contact anyone in box below.

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*
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